



## **GENERAL RULES**

*Last Updated: February 23rd, 2022*

These rules and/or regulations apply to all Southern Ontario Motor Speedway events. Southern Ontario Motor Speedway management reserves the right to amend and/or alter any of these rules and guidelines as it deems fit during the season.

### **Southern Ontario Motor Speedway Mission Statement:**

*Southern Ontario Motor Speedway is a place for family entertainment dedicated to provide a fun and affordable racing opportunity in which anyone (experienced and inexperienced) can compete. The technical inspections will be enforced fairly and consistently without prejudice towards any drivers.*

### **Letter to All Participants:**

*Thank you for your interest in the racing events at Southern Ontario Motor Speedway . At SOMS we are promoting a “family-oriented” sport and all participants are to conduct themselves accordingly.*

*There are a few points you should think about when preparing for the 2022 Racing Season at Southern Ontario Motor Speedway .*

**Varying Race Procedure Rules -**

*Throughout the world, the race procedures, line up procedures and other racing rules may vary from speedway to speedway. If you are racing at Southern Ontario Motor Speedway for the first time, ask questions if you are unsure about something.*

**Travelling to race -**

*If you are going to travel from a different city, or a long distance to race, it is a good idea to call the speedway before you leave to make sure that a race has not been canceled. It is very frustrating to travel only to learn that the gates are all locked up.*

**DEFINITION OF TERMS USED:**

- “Stock” or “Original Equipment Manufacturer/OEM” - As delivered “new and unaltered” from the original manufacturer such as Ford or Chevrolet.
- “Aftermarket” - Produced by a manufacturer or a fabricator other than the original equipment manufacturer.
- “Disqualification” - Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned during the date(s) of the event.
- “Competition/Race” - A contest in which a driver takes part and which is of a competitive nature or is given a competitive nature by the publication of results.
- “Event” - An entire program of competitions or races.
- “Participant” - A driver, car owner, mechanic, pit man, official or speedway employee bearing assigned pit passes duly and officially issued by the speedway.
- “Penalty” - Any condition imposed on a participant for violation (failure to act in accordance) with the rules found in this Rule book.

**PREFACE TO THE RULES (Please Read Very Carefully):**

The rules and regulations set forth herein are designed to provide for orderly conduct for racing events and to establish minimum acceptable standards and requirements for such events. These rules and regulations shall govern the conditions of all Southern Ontario Motor Speedway events, unless otherwise noted. All participants are required to comply with these rules. It is the responsibility of each competitor to read and understand the contents of this Rule book. If there is a disagreement or dispute regarding the meaning or application of these rules, the interpretation and application of Southern Ontario Motor Speedway officials shall prevail.

Appeals may be considered by SOMS management (refer to appeal procedures section).

No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, a spectator or an official. The spirit and intent of the rules is the standard by which racing at Southern Ontario Motor Speedway is guided.

Event technical inspectors are authorized to decide if an equipment change is an attempt to circumvent these rules. These officials can and will disqualify an entry in violation of the spirit and intent of these rules. Since it is impossible to anticipate every potential circumstance, a tech inspector or track official shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these regulations.

Decisions are to be based on “common sense”, consistency, impartiality and fair play. Continuous developments in racing may necessitate changes that we cannot anticipate at the time the rules are formulated.

Any rules updates or safety bulletins established by Southern Ontario Motor Speedway management, after January 1, 2022, for the purpose of implementing, interpreting or enforcing these rules will be deemed as part of and will supersede these rules. All personnel or representatives are required to enforce these rules. All participants are required to abide by such rule updates or safety bulletins immediately from the date of release unless otherwise specified.

Southern Ontario Motor Speedway officials reserve the right to impound any race car or remove any component on a race car (including the engine) at any time. Illegal components will be confiscated and become the property of Southern Ontario Motor Speedway .

Southern Ontario Motor Speedway is private property. Any person on this property without the permission of the management of Southern Ontario Motor Speedway is guilty of trespassing and subject to the penalties prescribed by law.

Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway. **Sandals/Open toe shoes-** If you are wearing sandals or open toe shoes you will not be allowed in the pits. This applies to every person including spectators.

- *ELIGIBILITY FOR SEASON ENDING AWARDS:*

In order to collect the point fund awards and monies at the season-ending awards ceremony, the driver must be a registered Southern Ontario Motor Speedway driver and compete in at least 75% of the events held on the race schedule in their respective division (rainouts are not included in the %) and attend the season-ending Awards

- *RELEASES AND INDEMNITY AGREEMENT:*

Every competitor, official, worker and participant who is issued a pit pass or other such credentials permitting access to the pits and speedway must first sign a Release and Indemnity Agreement as provided by the speedway. It will be considered a serious breach of these rules to enter such restricted areas of the speedway without first signing such Release and Indemnity Agreement, to secure a pit pass or other credential under false pretenses or to transfer such a credential to any other person.

**ASSUMPTION OF RISK:**

Each participant in competition has the responsibility to assess the safety aspects and conditions (defects, obstructions or anything else in their opinion is unsafe) of Southern Ontario Motor Speedway and that participant assumes the risk of competition. Any participant entering an event or competition is considered to have inspected the track and its facilities and to have determined that conditions are satisfactory for them. If not, a participant's concerns should be brought to the attention of the management of that event before the participant competes in any on-track activity. If they are not comfortable with management's handling of the situation brought to their attention, then that participant SHOULD CHOOSE NOT to compete at that event any further.

No insurance coverage is provided for any participant vehicles in the pit area. Southern Ontario Motor Speedway participants fully understand that operation of any race car exposes them to risks of death, or serious bodily injury. Southern Ontario Motor Speedway participants voluntarily assume these risks. Southern Ontario Motor Speedway employees and officials assume no responsibility for damage to or loss of equipment, vehicles or any parts whatsoever.

- **Southern Ontario Motor Speedway OFFICIALS' DUTIES:**

Every Southern Ontario Motor Speedway employee and official is expected to conduct himself or herself in a positive manner that will reflect credit on the sport of automobile racing and on Southern Ontario Motor Speedway . Management may remove an official's appointment or may penalize that official if they fail to conduct themselves properly. All SOMS participants agree to abide by the official's decisions until the decisions are appropriately appealed.

- **General Manager** - General Managers assist and ensure that all team members within a unit are functioning well, developing key performance goals and managing the performance of staff, creating and implementing strategies for business growth, hiring new staff ,

working closely with management to retain fans and drivers, developing new solutions to interest and attract more fans and drivers, overseeing large projects and interpreting performance reports.

- **Competition Director** - Competition Directors are vital volunteers who take a leadership role by running and managing a sport competition using their sports acumen. Competition Directors are sport enthusiasts, who bring knowledge and sport specific experience to the competition and will work alongside our staff to ensure an equitable and quality sports experience for all involved. The time commitment includes training, pre-event meetings, frequent email communication leading up to the event, volunteer management, as well as on-site leadership at the competition. Oversees operation to ensure laws and regulations are met, keeps establishment up to date with state and maintain human resource department and compiles necessary reports, evaluation of employees and setting of department goals, recommending approaches, policies and procedures to increase efficiency, planning and running staff meetings, attending meetings and seminars, interviewing and hiring, exit interviewing and firing, development of employee recognition programs.
- **Promoter** - Responsible for all social media. Posting on social media and or finding ways to sell the race that is happening that week to get other racers or fans to come. Responsible for organizing special events.
- **Race Director:** It is his/her job to ensure that trained and equipped staff are available in all departments and contracts all outside service providers needed to operate the race. Direct link to drivers during the races. Responsible for any driver infractions during the competition.

- **Technical Inspector:** Scrutineers examine race cars to make sure that they meet the construction and safety specifications set out by CASC rules and provide stickers to show that the cars are safe to enter the race track.
- **Announcer** - Responsible for vocally explaining what is going on during the race. Must also keep the fans engaged by doing interviews or other types of entertainment.
- **Flagman** - Understanding all the rules of safety and or on the track during a race and the appropriate flags to be used. Able to listen to the radio and follow the directions of the race director.
- **Scorers** - The scorekeeper's primary responsibility is to accurately watch and record the timing and placing of the racing events. They are responsible for sending in the nightly scores to the appropriate people for payout and or other associations for scoring.
- **Corner Marshal** - Responsible for monitoring a particular section (corner) of the racetrack and alert on-coming racers of any dangers as they occur by using the appropriate flag.
- **Chief Starter:** Grid staff line the cars up for practices and races. They follow a "grid sheet" for races showing the order of qualification for each race. They also check for Teck stickers and that all drivers have safety equipment in place. In the case of a red flag the Grid team also re-grids the cars on the track for a restart of the race. On the job training is provided.
- **Safety Crew** - Trucks attend the scene of incidents on the race track under yellow/red flag conditions. They deal with the drivers, fires, fluid spills and towing of damaged cars or repair tire wall damage if

necessary. On the job training as well as first aid and fire training is provided.

- **Ambulance** - Provide advanced emergency treatments to patients. Administer pre-hospital emergency care. Responsible for filling out appropriate reports and bringing them to the promoter.
- **Registration Window** - Registration staff ensure that competitors complete entry forms, place them in the correct class and collect the necessary fees. Have other volunteers sign the waivers. Ensure that timing receives a list of competitors in the expected time frame.
- **Security** - Managing who and what makes it onto the event site, surveillance and crowd control, customer service, traffic management and parking services ,managing incidents if they arise.Ensuring all rules of the track are being followed.
- **Tow Truck Driver** - Ensuring vehicles that need to be towed and or pushed off the track are removed from the track. (Into the infield and or returned to their pit).
- **D.INCLEMENT WEATHER / CANCELLATION OF AN EVENT:**

In the event of rain or other conditions, it may be necessary for Southern Ontario Motor Speedway management to adjust the order of the event schedule, length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, the management shall make every effort to resume the schedule in a timely fashion if conditions warrant. It is their sole discretion as to what decision they make and their decision is final.

**Rain Check Policy:** Cancellation or delay of an event will be the speedway management's decision. No money will be refunded for tickets or pit passes purchased.

- **GRANDSTANDS:** The bracelet shall be used as the rain check. In the event that an event is canceled, rain checks will only be honored if no feature races have been completed. Southern Ontario Motor Speedway management will publish when rain checks for the grandstands will be honored. If the rain check is used for an event of greater value, then the holder will be responsible for making up the difference in value. The wristband must be used the following week.
- **PITS:** The wristband with the appropriate numbers shall be used as the rain check. In the event that an event is canceled, rain checks will only be honored if no feature races have been completed. The wristband must be used the following week. Southern Ontario Motor Speedway management will publish when rain checks for the pits will be honored. If the rain check is used for an event of greater value, then the holder will be responsible for making up the difference in value.
- **If an event is rained out,** Southern Ontario Motor Speedway management will try to reschedule all remaining events as soon as possible and will publish the re-scheduled event date(s). Only drivers qualified for the canceled event will be eligible for the re-scheduled feature.
- **FEATURE EVENT COMPLETION** - One lap past the halfway point in a feature shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled complete (no matter how many laps are complete), the finishing positions will be paid according to the last officially scored lap by the leader prior to the red flag.

Types of penalties that may be imposed for infractions:

- **Probation** - The participant is warned and if another similar infraction occurs during the period of probation, a harsher penalty will be imposed onto that person.
- **Race Penalty** - A penalty such as loss of position (such as being placed at the rear of the field) during or after a race depending on the infraction.
- **Total or Partial Loss of Race Points and/or Purse**- Total or partial loss of track and/or other points earned during a Southern Ontario Motor Speedway event may be imposed, as may total or partial loss of that evening's earnings.
- **Disqualification** - The Competition Director, Race Director or Technical Inspector may disqualify a competitor from a race, in which case his rights towards any awards in the competition (such as points, money, positions, contingency awards, etc.) are forfeited.
- **Confiscation of Illegal or Unauthorized Components** - The use of illegal or unauthorized components on a race car will result in a \$250 fine the first time.
- If you are deemed illegal a second time, the illegal or unauthorized components will then become the property of Southern Ontario Motor Speedway and will not be returned. You will also be fined \$500. Failure to surrender the illegal parts will lead to a minimum of \$750 fine and possible suspension.

- If an infraction occurs a 3rd time, a total loss of season points and a fine of \$1000 will be in place before you may compete at the speedway.
- **Fine** - When a fine has been imposed, it must be paid within the time period specified. If this payment agreement is not honored it will be taken from the participant's purse. All fines must be remitted directly to Southern Ontario Motor Speedway management.
- **Suspension** - Only Southern Ontario Motor Speedway management may suspend a participant's privileges to take part in competition for a definite or indefinite period of time.
- **Total or Partial Loss of Accrued Points** - Total or partial loss of accrued track points earned by a competitor during the season may be imposed by Southern Ontario Motor Speedway management.
- **Expulsion** – Only Southern Ontario Motor Speedway management may expel a participant for serious or repeated offenses.
- **DISPUTE OF A DECISION:**

Any dispute, controversy or claim involving participant's conduct, whether or not relating to this rule book or alleged breach of the same, shall be settled in accordance with the existing and/or amended rules and regulations of Southern Ontario Motor Speedway, and they agree to accept the decisions rendered by such process. All Southern Ontario Motor

Speedway participants expressly agree that determinations by Southern Ontario Motor Speedway officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against Southern Ontario Motor Speedway or anyone acting on behalf of Southern Ontario Motor Speedway, to reverse, modify or obtain relief from such determination for no purpose other than an act of bad faith with intent to harm the member or license holder. The driver (and their car owner if the driver is under 18 years of age) shall be the sole spokesman for the car owner and pit crew in any and all matters pertaining to the event or the cars.

- *RACE PROCEDURES and GUIDELINES:*

These are the rules and procedures for the entire racing season unless otherwise stated differently at the driver's meeting. If a driver should have any questions about the particular procedures at a certain track (such as starts, restarts, line-ups, rough driving, etc.), that driver should ask questions at the driver's meeting or direct their questions to the Competition Director. All disputes, protests or concerns must be submitted in writing to the pit sign-in within thirty (30) minutes of the completion of the event (Last checker flag of the night). All disputes or protests must be handed to the Southern Ontario Motor Speedway staff at the pit sign-in building, with \$100 cash. Only drivers are eligible to log a protest.

- **CHECK IN:** All participants must be checked into the track 40 minutes prior to the official/published starting time of the first qualifying heat race of the event in order to be eligible for the draw for a qualifying lineup position or they will be put to the back of the field. The check in area is located at the pit gate after you sign in.

- **DRIVERS MEETINGS**

- All drivers must attend the drivers' meeting. Drivers in violation of not attending the Drivers' Meeting could face a fine, loss of driver's points, owner's points and/or suspension.
- The number of cars starting each event and the number of laps for each event may be announced at the drivers' meeting.
- Any changes in the basic event night program due to car count, track conditions and/or any other circumstances may be announced at the drivers' meeting.
- Drivers **MUST** bring transponders to meeting to be tested.

- **ONE WAY RADIOS:** One way radios are mandatory in all divisions, at all times. The frequency for the one way radio is 454.000

- **TRANSPONDERS:** Transponders are mandatory. If you are not in possession of your own transponder, you must rent one from the Speedway. The cost is \$20.00 per night. The transponder will be picked up at the pit sign-in building and returned thirty(30) minutes after the end of the event (Last checker flag of the night). If the transponder is not returned within thirty(30) minutes then, the driver will be charged \$20.00 the next week in order to receive a new transponder for that week. If you own your transponder but forget to leave it for us to charge then you will have to rent one the following week.

- **TECH INSPECTION PROCEDURES:** All cars may be required to pass pre-tech before that car can participate in an event. If a driver should have any questions or concerns about the legality of the car(s), it is the driver's responsibility to talk to the tech inspectors about this question or concern.

- **QUALIFYING:** Drivers may not attempt to qualify more than one car in the heats. All car changes must be reported to a Pit Steward prior to the line-up of the heat races or main races.
- **PRE RACE LINE UP:** All cars will line up in the designated staging area prior to their respective heats, and feature races. Any car not staged and ready to go when the white flag for the previous event is waving, will not be permitted to start the race or will be relegated to start in the rear of the field. If a car cannot make a call for a heat, it cannot start in another heat race.
- **INITIAL RACE STARTS:** All initial race starts will take place when the green light is displayed. All initial starts will be double file starts at a consistent medium speed until the front two cars reach the line and fire together. If no laps have been completed when the green light is displayed, then there will be a complete double-file restart with the car(s) causing the caution and/or involved in the incident to bring out the caution being placed at the rear of the field (regular accident rules prevail). When the pace car lights go out, the race will be going green the next time past the start line. It is the driver's responsibility to be ready to start at this time. All starts and restarts will be at a consistent medium speed. This speed will be set by the pace car. The leaders must maintain this speed throughout the entire start or restart. Failure to maintain the proper speed will result in a complete restart with any car jumping the start being sent to the back.
- **Double File Restarts Line-ups** – If a car drops out after the initial start but before one lap is complete in the race, that spot will be filled by moving the car directly behind it straight forward (no

criss-crossing). If 3 or more cars on the outside or inside rows cannot continue after an initial start and before the completion of one lap, a new line up will be produced from the Race Director.

- **RESTARTS** (After one lap is complete): Delaware restarts will be used. The leader will have the front row to himself. Second position may choose high or low. The rest will line up in normal fashion, until the final five laps, and then single file. The track reserves the right to revert to a single file restart at any time if there have been excessive cautions, as determined by the Race Director. All restarts will be made by the leader in the designated restart area. Cars may pass only after the green light is displayed. All restarts that will be single file will be in a nose-to-tail formation maintaining a consistent medium speed. Drivers that do not go to their designated positions at an official's request will be relegated to the rear of the field or to the pits at the official's discretion. It is the leader's responsibility to maintain a consistent medium speed set by the pace car. The leader must maintain this speed throughout the entire restart process. Failure to maintain the proper speed will result in a warning and possibly a complete restart. If a second attempt fails, then the leader will be sent to the back of the field. On restarts, any driver caught passing before the green will be considered jumping and sent to the back of the field. If a driver is caught jumping twice in the same race, they may be relegated to the pits.
- **ACCIDENT RULES:** Any driver(s) deemed to be the cause of the caution and/or involved in the incident causing the caution may be sent to the rear of the field for the restart if they are able to continue. If a driver deliberately (at the discretion of the race officials) causes a caution, that driver will be disqualified and black flagged for that race. (\*\*\*\*) In any case that you are involved in an accident or stopped on the track and require assistance, you must have a tow hook attached

to both the front and rear of your car. If you do not have these tow hooks, your car will be pushed to the infield and left there for the remainder of the night until the races have concluded so you may then, safely, go to the infield and get your car\*\*\*\*). The Race Director, Flagman and race officials will use this rule at their own discretion, based on their view of the incident.

- **TWO/THREE SPIN RULE:** Any driver that causes two yellow flags per single event may be black flagged from the race and relegated to the pits at the discretion of the Race Director. Any car spinning three times without assistance will automatically be black-flagged.
- **SPIN OUTS:** If a car spins and causes a yellow, that car will restart at the back of the field. If a car pulls out of line during a caution period (for example, spinning to avoid an accident), that car will restart wherever they were last scored, as determined by the Race Director. Drivers that spin out on the track must try to get going immediately and not stop the race. If anyone is deemed to be deliberately stopping a race, they will be black-flagged and relegated to the pits.
- **ROUGH DRIVING:** If anyone is observed causing other drivers to spin or lose control of their car, that driver will be fined, penalized or disqualified at the official's discretion depending on severity. Any car that hits another car after the checker has been given will receive a \$500 fine! PLEASE RESPECT OTHER PEOPLE'S EQUIPMENT!
- **PASSING:** It is the responsibility of both the overtaking and overtaken driver to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race. A driver

traveling alone may use the full width of the track, but once he/she is challenged, they must choose a lane to race in. Passing may be either right or left depending on the conditions of the moment (not through that car).

- **BLACK FLAG:** A black flag will be given to any driver that is losing a part on their racecar, smoking badly or to assess a driver penalty. This includes the loss of the front or rear bumpers. The Race Director may communicate via the One-Way Radio the reason for the black flag. Decisions on black flags will be made at the discretion of the Race Director.
- **PITTING DURING A RACE:** All drivers going to the pits under a yellow must go to the rear of the field upon their return to the race. Any car(s) wanting to return after the race has been restarted may only do so if it is safe to do so and the on-ramp race official motions you to do so. If the on-ramp official displays the red flag, you **MUST** stop!

**Q. WORKING ON CARS:** All work on the racecar must be done in the pit area or any area that is designated by the Chief Starter or Race Director at the driver's meeting. No crew members are permitted on the racetrack at any time except if requested to be there by an official. If a car is worked on by its crew (without an official's permission) while it is on the track, then it will be disqualified from that race. Any driver exiting their car will be disqualified from that race unless directed by an official or in an emergency situation.

- **LAPPED DRIVERS:** All lapped cars shall hold their line unless the Chief Starter indicates for them to go to the low line to permit faster cars by them. On restarts, lapped drivers will go to the rear of the

field. Remember, if you were just lapped by the leader, there will be more cars coming!

- **CARS MOVING THROUGH THE PITS:** Cars moving through the pits or infield, will do so with extreme caution and at a minimal speed. Any driver which is deemed driving dangerously, erratically or of inappropriately excessive speed for the circumstances will be penalized accordingly. No one (except the driver) is allowed to ride in or on the racecar at any time. Anyone not adhering to this rule will risk immediate disqualification from the entire schedule of events.
- **SAFETY APPAREL:** All drivers must wear seat belts, safety suit, driving gloves and helmet when on the racetrack. This includes slow warm-ups, racing, or whenever the car is in motion on the track.
- **UNSPORTSMANLIKE CONDUCT:** Unsportsmanlike conduct or participating in any action or activity considered detrimental to Southern Ontario Motor Speedway, at any event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by Southern Ontario Motor Speedway.

Any driver and/ or relations to driver that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to disqualification and/ or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Southern Ontario Motor Speedway's management team.

You **will not** be allowed entry into the track as a driver, pit crew or fan if you have an outstanding fine.

Any complaints or concerns can be emailed to the Competition

Director (Rob Young) at [competitiondirector.soms@gmail.com](mailto:competitiondirector.soms@gmail.com).

The driver and pit personnel should stay in their designated pit spaces. Anyone in an argument or fight at another team's pit area will automatically be at fault and suffer the penalties designated to the offense.

- **Any driver who exits their car** without permission or an emergency may be disqualified from that event. If you are in a safe place on the infield and the race remains green, do not take off your helmet or unbuckle your safety harness until you are brought safely back into the pit area. It is strongly recommended that the pit crew have a flashlight ready, to indicate to the tow truck driver where their pit stall is located. In the event a driver abandons their car, such car will be towed into the infield, where it will remain until the conclusion of all that night's races.
- **Neither a driver nor pit crew** are allowed to walk on the racing surface any time there are vehicles on the track . The only exceptions are if a pit crew has been requested by track officials to enter the race track and for Victory Lane photographs.
- **Use good judgment** when your car malfunctions by staying out of the racing groove so as not to hinder others.
- **No alcoholic beverages** allowed in the pits until the final checkered flag of the event. Violators will be fined \$50 each. **Remember** - drivers are responsible for their crew members and may suffer a disqualification for violation of this rule.

**AA.** Anyone causing a disturbance at the flag stand, scorer's tower or on the track with an official or at the pit gate will be fined.

**BB.** All personal property brought to the speedway by a team **MUST** be removed with them when they leave. This means tires, racecar parts, drained oil, etc. Please clean up after yourselves. In advance, thank you for your cooperation!

**CC.** Check all drain plugs and gas caps before your race so we can minimize caution periods and be able to give all of the drivers more track time for their events. Your cooperation and attention paid to these items are greatly appreciated by both SOMS and your fellow competitors.

**DD.** The driver shall be the sole spokesman for the car owner and pit crew in any and all matters pertaining to the race or the cars. Only the driver shall take part in any arbitration for matters concerning races with the track officials in charge.

**EE. PURSE COLLECTION PROCEDURE** - Payoff will be made the following week after all cars have passed post race technical inspection to the driver (or pre-arranged designated representative). Purse money will be distributed at the pit gate the following week. No multiple pick-ups! Southern Ontario Motor Speedway is not responsible for purse monies signed by other parties! Those not able to pick up their purse money may do so at the following event via the pit sign-in building. If you are not a regular SOMS driver and will be driving to our speedway from a long distance please call ahead or make previous arrangements for payment of your purse.

**FF. TIRE DISPOSAL** - Absolutely no tires shall be dumped on speedway grounds. All disposal of tires is the responsibility of the driver. Violators will be fined and/or suspended at Southern Ontario Motor Speedway management's discretion.

- **SCORING PROCEDURES:**
- **SCORING LAPS:** Every lap is scored when the leader has passed the start/finish line under green light conditions. If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow lights shall result in the drivers lining up as per the restart rules.
- **LINEUP AFTER A YELLOW or RED LIGHT:** All line ups will be derived from the scorers' lap sheets and/or computer timing and scoring. All scoring will be done at the start/finish line under green light conditions. In case of a yellow light situation, the top 5 cars will be visually scored and that lap counted, and all remaining cars will revert back to their position on the last completed lap. This eliminates the need to race through an accident, back to the start/finish line. Lapped cars shall restart at the rear. Discrepancy in scoring to reset any line up position scoring will revert to the last completed green light lap to derive the line up. In case of a red light situation, all cars will revert back to their position on the last completed lap.
- **PASSING UNDER THE YELLOW:** Any driver attempting to improve his position while running under the yellow will be sent to the back of the field. Refusal to maintain proper positions will result in being sent to the back of the field.
- **END OF THE RACE:** When the field has been checkered, the order of finish shall be determined by the number of laps completed and in the order the cars took the checkered flag. If two cars completed the

same number of laps, the car that completed that lap first shall be paid ahead of the other car.

**FLAG RULES:**

- **Green:** Indicates the entire track is clear for racing. Passing will not be permitted before the green light is displayed at the designated point.
- **Yellow:** All drivers must come to the pace car speed (medium and consistent) as soon as safely possible and fall into single or double file nose-to-tail formation behind the pace car. Absolutely no passing under the yellow is permitted unless directed by an official. Racing back to the start/finish line is not permitted.
- **Red:** All drivers must safely come to a complete stop where they are on the track, otherwise disqualification or penalty may result. The race will be restarted when it is safe to do so. Remember, use your head, the emergency crews will be rolling and it could be a friend that needs help. Scoring will revert back to the previous lap scored.

The red light shall be used, in the opinion of the Race Director or Chief Starter, if the track is unsafe to continue to race. If there is a red light condition before one official lap is completed, cars will be restarted in the original starting order with the involved cars to the rear of the line-up.

Any car going to the pit area during a red flag stop allowed by the race director over the radio will be put to the rear of the field when the race is resumed. (Pit work on cars will be allowed under red flag conditions)

- **Black:** The black flag is to be used at the starter's discretion. Failure to obey the starter's instruction within two laps will result in the driver not being scored from that point on and will face a \$500 fine.
- **"Crossed Flags":** The race is at the halfway point.
- **Blue w/ Yellow Diagonal:** Indicates that a driver is being overtaken by the leader and/or other cars on the lead lap. The driver must hold

their racing line on the track to allow overtaking drivers to cleanly pass the lapped driver.

- **White:** Indicates one lap to go in the race.
- **Checkered:** Indicates the race is officially completed and all drivers must pass underneath it to be scored on the last lap. A race is not completed until the checkered flag is displayed. A yellow and checkered may be displayed simultaneously, which means be aware of trouble on the track. No person shall have the authority to order a completed competition to be run again.
- **Victory Lane:** For regular Weekly Racing Series races, only the race winner will proceed to the front straightaway (immediately after passing the weight check). For other races, the number of cars to go to the front straightaway will be announced at the drivers' meeting. No Victory Lap.

### **LINE UP PROCEDURES and POINTS:**

- Line up procedures are determined by the Race Director and drivers are informed accordingly.
- Points will go to the driver. Alternate drivers are allowed but will receive points for themselves not the car they are driving.
- The worst two finishes from each driver will be subtracted at the end of the year in regards to points. This includes absences.

Points for DNS (DID NOT START) or DNQ (DID NOT QUALIFY) are zero (0) points. If you do not take a green lap you will not receive any points. There are no points just for showing up. Please notify the Race Director if you are not going to make the feature so they can adjust the line up. Disqualifications in any race will receive zero (0) points for that race.

### **Racing QUALIFYING Procedures:**

- If fewer than 21 cars -

- 2 heats;
- no consi .
- Top 6 - from each heat qualifies for redraw
- If 21 to 24 cars -
  - 3 heats;
  - no consi
  - Top 4 - from each heat qualifies for redraw
- If 25 to 27 cars -
  - 3 heats;
  - Top 6 from each heat qualifies
  - Top 4 - from each heat qualifies for redraw
  - B-main top 6 to A-main heads up at the tail.
- If 28 to 36 cars -
  - 4 heats;
  - Top 4 from each heat qualifies
  - Top 3 - from each heat qualifies for redraw
  - B-main top 8 to am main head sup at the tail.
  
- **SPECIAL EVENTS:** alternate handicapping procedures may apply for a special event, such as redraw for feature starting spots, etc.

- **TECHNICAL INSPECTION PROCESS:**

a. Only the driver and one crew member with their car are permitted in the tech area. All other drivers, car owners, crew members, etc. are not permitted in this area at any time unless approved by the Technical Inspector. Any driver or crew member without their car found in the tech area without prior approval from the Technical Inspector will be cause to disqualify their car or cars that that person is affiliated with.

- **REQUIRED FINISHERS AT TECH** (subject to change): Pre-race -  
With time permitting, the tech area should be open to all competitors

that want to have something (ride height, wheel base, legality of a part, cranking compression, etc.) checked before the races begin. THIS IS STRICTLY VOLUNTARY. It is highly recommended if you have anything in question. Approval at this stage does not mean that you are legal for the rest of the event (i.e. cranking compression, ride height, etc.) because these are things that may be changed during the course of the event. Pre-race tech may be mandatory at the Technical Inspector's discretion, if all competitors are notified as they arrive at the track. Tech inspectors are not required to check the same items on every car in the tech area during technical inspections.

- **Failure to report** to tech when required will result in an immediate disqualification from that race. If you are unsure about your finishing position, stop to be safe.
- **Upon request by the Technical Inspector**, it is the responsibility of the driver and one crew member to prepare a car for inspection. (If not the driver then two crew members, but only two in total)
- **Penalties for not passing tech** will be at the discretion of the Technical Inspector unless otherwise designated within this Rule book or succeeding rules bulletins. They will notify the driver/car owner, Competition Director and the Race Director of all decisions.
- **Cars damaged** or altered after they have been approved at a pre-race inspection may be subject to re-inspection and approval. Upon re-inspection, the Technical Inspector shall have the final

authority to make the final decision on the eligibility of an accident-damaged vehicle.

- **APPEALS PROCESS** (for technical rules infraction penalties):
  - **Filing an Appeal:** Only a Southern Ontario Motor Speedway driver in good standing may file an appeal against a technical (specification) penalty affecting them.

Penalties involving “on track” race procedures or judgment calls will not be considered for appeal.

All disputes, protests or concerns must be submitted in writing to the pit sign-in within thirty (30) minutes of the completion of the event (Last checker flag of the night). All disputes or protests must be handed to the Southern Ontario Motor Speedway staff with \$100 cash. Only drivers are eligible to lodge a protest.

After a protest has been handed in, the Southern Ontario Motor Speedway staff will hand the appeal to the Competition Director. The Competition Director will call an Advisory Panel together to discuss the appeal. Driver(s) may be called to a hearing. The Advisory Panel will vote and make a decision on the appeal.

After a decision is made, Southern Ontario Motor Speedway management shall have the right to publish notice of the decision and to use the names of the parties involved. The person or body referred to in such notice shall have no right to act against Southern Ontario Motor Speedway or the person publishing the notice. SOMS may penalize the author of an appeal deemed to be malicious, spiteful, or who otherwise acts in bad faith.

- **TECHNICAL RULES:**

a. Technical rules for all divisions are available via [www.southernontariomotorspeedway.com](http://www.southernontariomotorspeedway.com) or by contacting the Speedway Office.

- **ALWAYS HAVE FUN!!!** - Everyone attending Southern Ontario Motor Speedway is required to have fun while visiting or participating. Those individuals not enjoying themselves will be made to leave the event and/or take a vacation from upcoming events.
- This is a professionally-run facility and all participants are expected to conduct themselves accordingly. Drivers (and their car owner if the driver is under 18 years of age) are responsible for the conduct of all persons connected with the team.
- Let's remember that in order for our sport to grow, we need the support of the spectator. Please give all spectators the respect that you would like to receive from them. We want to promote OUR sport as "A Family Sport."
- Carefully check your car at all times before driving it. Particular attention should be paid to loose wheels, a loose seat, loose or damaged suspension parts and loose body panels and parts.
- Our participants will always be "number one" to us, however some very important people are contributing their time and money supporting our racing. Track owners, employees and officials work long, hard hours preparing for racing events at their facilities. They spend money and time encouraging old and new fans to come out

and watch you race. **PLEASE REMEMBER TO THANK THEM FOR GIVING YOU THE OPPORTUNITY TO RACE.**

- The Press is also very important to our sport. They are doing their part in keeping Short Track Racing in the spotlight. The Press is always looking for information. It is up to us (the speedway and the participants) to provide them with material related to our efforts.

Note these rules are subject to change during the racing season.

*The officials' interpretation of these rules is FINAL*



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